

STATE OF OREGON

DEPARTMENT OF ENVIRONMENTAL QUALITY

INTEROFFICE MEMO

TO: File HW 1.12

DATE: February 10, 1981

FROM: Fred Bromfeld

RECEIVED
FEB 17 1981

SUBJECT: Spill -- Resource Recovery Truck

WATER COMPLIANCE SECTION
EPA - REGION X

At 1:00 p.m. on February 2, I responded to a call from Jim Swenson (Attachment 1) that a truck carrying a load of leaky drums from Chempro, Seattle was stopped in the public dock parking lot at N.E. 42nd and Marine Drive, Portland. When I arrived, Bob Gilbert and Deputy Brian Reynolds, Multnomah County Division of Public Safety, were on the scene.

The truck had been stopped by Brian Reynolds at 12:40 p.m. because its placards were not readily visible. In fact, the placards were on the truck but covered with crud. Upon further inspection the truck was found to be carrying hazardous waste in such poor condition drums that waste was leaking down the sides of several drums. The driver was cited for (a) no placards; and, (b) operating an unsafe vehicle; and the DEQ called. The sheriff's report is Attachment 2.

The manifest listed the following wastes, generated by Chempro, Seattle, transported by Resource Recovery, Seattle, and destined for Chem Security Arlington

Facility ID # WAT 54 0010022
734 South Lucile St., Seattle

Amount	EPA No.	Name	Class
80 drums	FO17	Waste tank bottoms from solvent distillation	Flammable
19 drums	FO06	Electroplating sludge	Corrosive

The truck was a double trailer with the tank bottoms in the forward trailer and the electroplating waste in the rear.

Findings:

- (1) The electroplating waste drums in the rear trailer appeared to be in satisfactory condition.
- (2) The tank bottoms drums were in very poor condition with an unknown number of leakers. A small amount of viscous material was spilled and dripping in two places on the trailer. I tried to burn some of it, and despite the flammable classification, it did not ignite readily.

USEPA SF



1452394

- (3) The manifest was generally satisfactory, but the hazardous waste number F017 corresponds to paint waste (delisted January 16, 1981) rather than flammable tank bottoms which would be F003.

Action taken:

- (1) As the leaking material did not appear to be flammable, Chempro Portland was called to pack absorbent around the drums so the truck could go the three miles to the Chempro yard rather than have to redrum on-site. I am not sure why, but it took almost three hours for Chempro to come out. Although not critical in this instance, it would be a very slow reaction time in the event of an actual emergency.
- (2) About 5 p.m. I followed the truck to the Chempro yard without incident. To insure proper management of the load, I requested that Art Taylor, Chempro yard manager (see Attachment 3):
- (a) redrum as necessary ; and,
 - (b) not move load until it could be checked by the Department. The next day, February 3, Greg Baesler, NWR, ok'd the load for shipment after the truck was cleaned-up and three leakers redrummed. In addition, I asked Art Taylor to correct the discrepancy in the manifest.
- (3) The following persons were notified of our concern with the shipping of improperly packaged hazardous wastes into Oregon:
- (a) Tom Cook, DOE, WA (phoned 2/3)
 - (b) Dennis Stefani, EPA Enforcement, Seattle (2/3)
 - (c) Ron West, Chempro, Seattle (2/2)
 - (d) Bob Kimberly, Resource Recovery, Seattle (2/4)
 - (e) Owen Lewis, Boeing, Seattle (2/3)

FEB:o

Z030 (1)

Attachments (3)

cc: Brian Reynolds, Mult. Co. Div. Public Safety
Al Hanson, PUC
Bob Gilbert, NWR
Jim Swenson, PA
Ron West, Chempro/Bob Kimberly, R.R., Seattle
Owen Lewis, Boeing
Art Taylor, Chempro, Portland

SPILL REPORT

M/M/t

2/2/81

- 1:31 P Notified by ~~multnomah county~~ Multnomah County River Patrol of a truck they had stopped near 42nd and Marine Drive in Portland close to the country boat ramp. Truck bound for Arlington. Chemical waste from Chempro in Seattle. Barrels leaking.
- 1:34 Notified Bob Gilbert, who will ~~be~~ go to scene.
- 1:36 Notified Fred Bromfeld, who will go to scene.
- 1:45 Notified emergency services (state police dispatcher).

John Swenson

2/3/81 - Jim - I talked with Bob Gilbert this morning. He went out on the spill and while there, Bromfeld arrived. The leak was small, from a barrel containing a solvent.

Company was instructed to have some sorbent material brought out to put around barrel. DEO requested truck return to Portland plant and rebarrel leaking container. Bromfeld was going to follow them back to the plant. Bob said the truck wasn't placarded and some barrels were not labeled. Police cited ~~truck driver~~ for four violations.

WAB

cc REG and ~~Fred Bromfeld~~

CALL	INVESTIGATIVE	SW	WARRANTS	ENFORCE
CRIME	ANALYSIS	INVEST	PERIOD	
CRIME	JUVENILE	CHILDREN	VEHICLE	CONNECTIONS
TRAILER	COURT	PROTECTIVE	DEPARTMENT	
PPS	OPS	TRAINING	PM	PM 10

MULTI-COUNTY DIVISION OF PUBLIC SAFETY

INFORMATION/FOLLOW-UP REPORT

RELATED REPORTS

- ☐ Incident
☐ Accident
☐ Custody
☐ Citation
☐ Prop/Evidence
☐ Info/Follow

Page 2 of 2

2. Case Number
81-3466

4. Dist. 5. Source

ENTRY NUMBER

1. Incident
Hazardous Material3. Location
33rd and Marine Drive

6. Rept. Date 2/2/81 7. Time 1240 8. Occurred Date 2/2/81 to 1240 9. Time to

FOLLOW-UP REPORT ☐INFORMATION REPORT ☐

11. Victim/Compl.

RESOURCE RECOVERY

First

Middle

12. DOB

13. Address

Seattle, Washington

14. Phone

5. ☐ CLEARED BY ARREST ☐ CLEARED EXCEPTIONAL ☐ CLEARED UNFOUNDED

6. SOLVABILITY FACTORS FOR INVESTIGATION

FROM CRIME

INVESTIGATION REPORT

NARRATIVE:

DRIVER: KALMIK, WASSILJ
Route 1 Box 1125, Space 39
Spanaway, Washington

VEHICLE: 1975 Freightliner Tractor Cab Over
Oregon License T405098

COMPANY: Resource Recovery
Seattle, Washington
(Chem-Pro)

Solid Waste Division
Dept. of Environmental QualityRECEIVED
FEB 6 1981

NARRATIVE:

Writer observed this vehicle east bound on Marine Drive at the above location. I observed that on the first trailer that the placarding was impossible to read. On stopping this vehicle there was found that the vehicle was transporting hazardous material from Resource Recovery in Seattle to Chem Security in Arlington, Oregon. The vehicle was carrying 80, 55 gallon drums of a flammable waste material in the first trailer and 19, 55 gallon drums of waste material that was corrosive in the second trailer. The vehicle was inspected and it was found that the front brakes on the rear trailer were inoperative. These brakes were not making contact with the brake drums. It was also found that the left rear brake on the rear axle of the front trailer was also inoperative. The two side placards on the front trailer were impossible to read due to paint and chemicals having been spilled on them and obliterating the words. The front and rear placard and on the trailer were readable and these read flammable. It was observed that some of the substance being transported in the first trailer was leaking from one or two of the barrels onto the road surface. This was on the right side, rear of the trailer. The driver was escorted to the parking lot of the Multnomah County River Patrol. Oregon DEQ was called and informed of this. They responded. The person

Solvability Factors
ELIMINATED BY
INVESTIGATIONDEVELOPED BY
INVESTIGATIONREMAINING FOR
INVESTIGATION

SUPERVISOR

Further Investigation to be Conducted By:

Estimated Hours for Completion

STATUS

☐ DETECTIVE☐ YOUTH OFFICER☐ PATROL☐ SIU☐ SOCIAL AGENCY☐ OTHER☐ PENDING☐ SUSPENDED

I.D. No.

20. Reporting Officer

I.D. No.

21. Date & Time Prepared

22. Approved By

I.D. No.

CASE NUMBER:
81-3466
INCIDENT:
Hazardous Material

responding was Fred Brownfeld of the Solid Waste Division of the Department of Environmental Quality. Multnomah County Emergency Services was also informed. The vehicle was out of serviced by writer and given citation M79452 for having hazardous material placards not visible and citation M79453 for having an unsafe vehicle and the operation thereof being forbidden because of the inoperative brakes and the leaking hazardous material. The driver called the local office of Chem Pro here in Portland for a mechanic to fix the brakes and for an absorbent to clean up the spilled material on the ground and to prevent further leakage from these barrels. DEQ escorted this vehicle to the Chem Pro plant in Portland where they felt that at least 40 of the 80 barrels in the first trailer were going to have to be rebarreled before it was allowed to continue to Arlington for disposal.

This is to certify the above report has been typed verbatim by Kathy Griffis/3859E

REPORTING OFFICER(S) B. Reynolds	I.D. NO. 1971	DATE & TIME OF THIS REPORT 2/2/81 - 1900 Hours	APPROVED BY I.D. No. [Signature] 119
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Art Taylor

Feb 2, 1981

Re: 80 bbls waste Tank Bottoms from
Solvent Distillation (F017) - Flammable, on Chempro
Manifest No 128.

This load was stopped by Mult Co
sheriff office and had couple of leaks.

I check and feel that some rebarreling
is needed before load can be moved to
Arlington or off Chempro-Portland lot.

To do

1. Rebarrel as necessary to make load
Ok to ship.

2. DO NOT MOVE load until a person
from DEQ can check adequacy of rebarreling.
Phone 229-6210

Permission granted to store wastes until
job completed

Fred Bromfield
r/w Section-DEQ